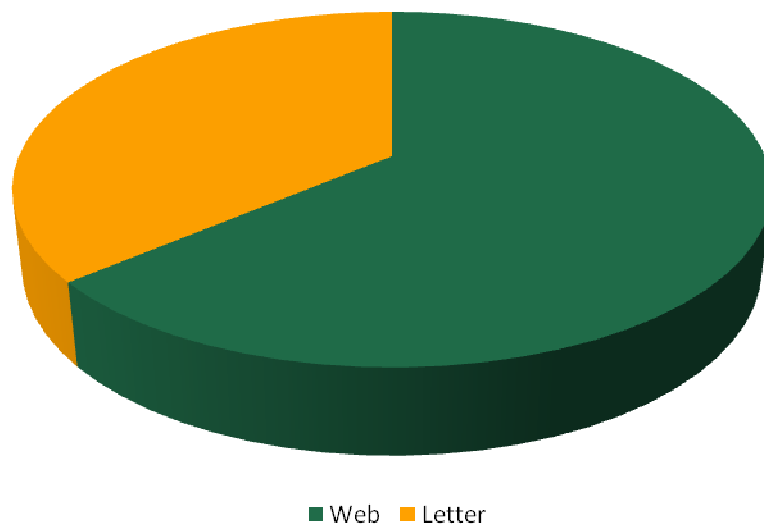


## Draft Macclesfield Town Strategy: Summary Report of Consultation

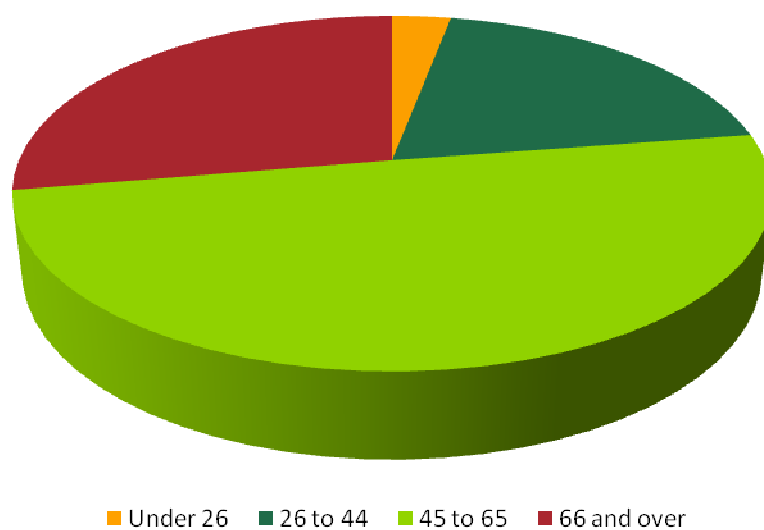
### Overall Response

A total of **689** representations were received on the draft Macclesfield Town Strategy

64% of these were submitted online via the consultation portal; 36% were either via letter or by e-mail.



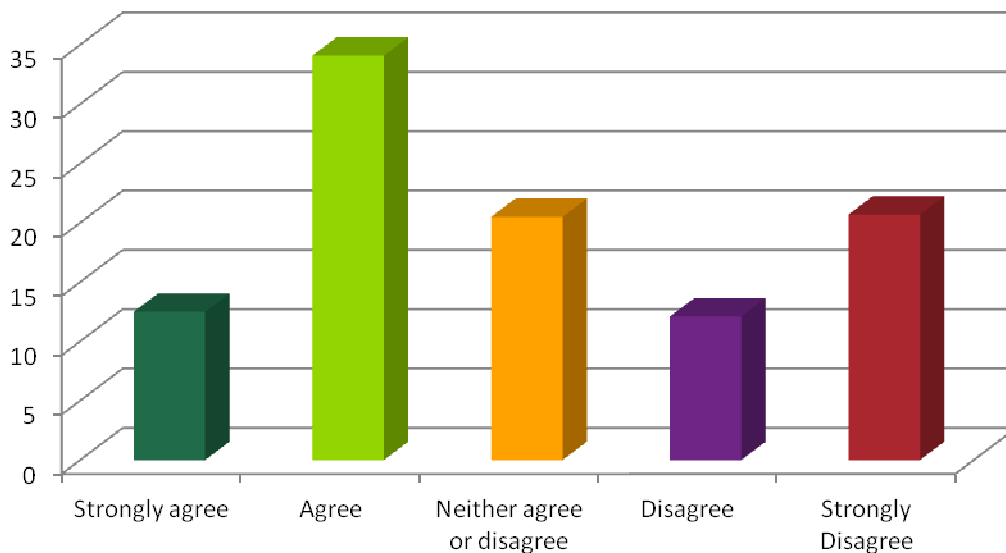
Of the 567 respondents who entered their age details, 3% of people who took part in the consultation were under the age of 26; 19.6% were aged 26 to 44; 49.3% were aged 45 to 65; and 27.7% were aged 66 and over.



## Q1. Vision

### Do you agree or disagree with the Vision as set out in the draft Macclesfield Town Strategy?

- 81% of respondents answered this question
- Strongly Agree (12.5%); Agree (34.2%); Neither Agree or Disagree (20.6%); Disagree (12.2%); Strongly Disagree (20.8%)



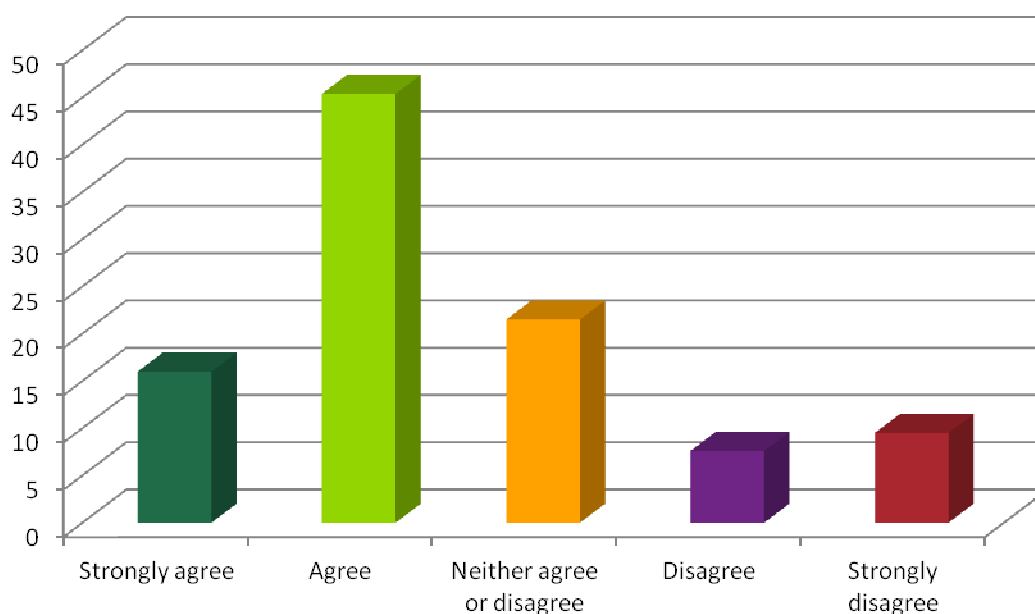
#### Comments Summary:

- Support for revitalising the town.
- Vision could be more precise and less vague
- Many objections are to the implementation of the vision (particularly housing development and loss of Green Belt) rather than the vision statement itself.
- Shopping needs to be concentrated on small businesses
- The vision is unclear and contradictory to the development proposals. Delivery will be expensive and impractical and seems to require loss of Green Belt
- Sustainable development, brownfield development and meeting housing needs of the community are important
- Support preserving the unique appeal, landscape setting and protection of the towns heritage and environment
- Macclesfield needs more people to support growth and to
- support investment in health and existing facilities
- All developments should be High Quality. Add “quality”
- Infrastructure must be improved to supporting sustainable lifestyles including sustainable transport
- Macclesfield's vision should be as a national/international silk centre, with high quality arts spaces and performance venues and thriving heritage buildings creating a vibrant town centre for both residents and tourist

## Q2. Objectives and Strategy: Economic Prosperity

**Do you agree or disagree with the Economic Prosperity Objectives and Strategy as set out in the Macclesfield Town Strategy?**

- 76% of respondents answered this question
- Strongly Agree (16%); Agree (45.4%); Neither Agree or Disagree (21.5%); Disagree (7.6%); Strongly Disagree (9.5%)



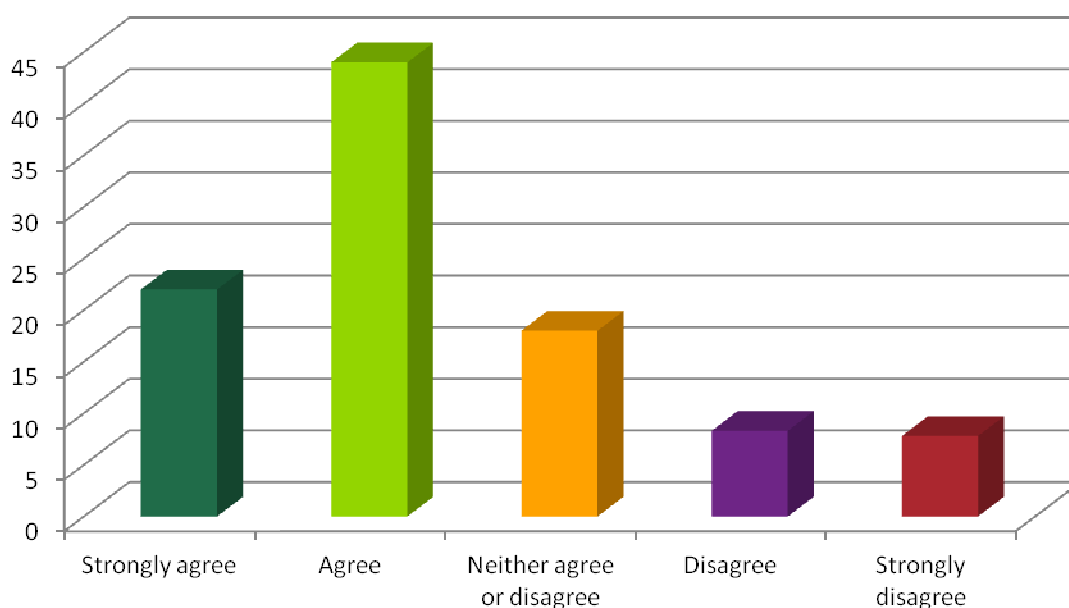
### Summary of Comments:

- Promote and protect Macclesfield's identity as a Silk Town, its heritage and surrounding Green Belt to attract tourists and business investment
- Support for refurbishing and maximising the potential of existing buildings
- Mixed views on South Macclesfield Development Area particularly impact on town centre and Green Belt
- Support and improve the diversity of employment base to creating jobs and opportunities for local people and establish an economic identity
- Improve infrastructure to attract business, particularly transport links/infrastructure and (free) car parking
- Improving high-speed internet access to support more home working, hence less traffic and congestion
- Options are weighed too strongly towards dwellings. We need strong local employment to attract the people to live in the houses
- Policies should be suitably flexible to reflect changes in circumstances and the evidence base
- Link with Education
- Support low carbon employment opportunities and provide grants for energy-efficient refurbishment of buildings for employment uses

## Q2. Objectives and Strategy: Town Centre

**Do you agree or disagree with the Town Centre Objectives and Strategy as set out in the draft Macclesfield Town Strategy?**

- 77% of respondents answered this question
- Strongly Agree (22%); Agree (44%); Neither Agree or Disagree (18%); Disagree (8.3%); Strongly Disagree (7.8%)



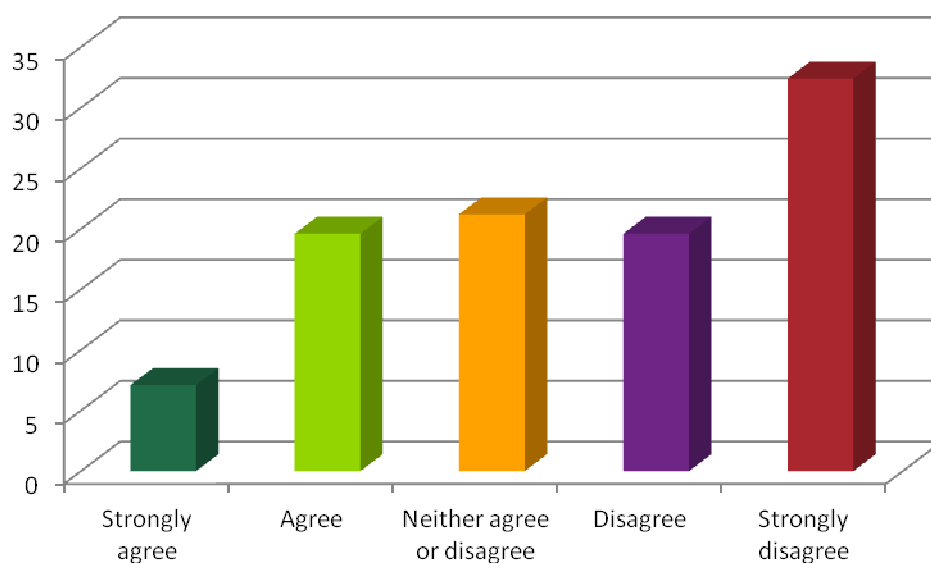
### Comments Summary:

- Redevelop the town centre to mix/balance multiples traders, independent retailers and non retail uses. Build in flexibility and reduce rents
- Low price/free parking is key
- Make use of vacant premises for town centre residential use. Enhancing/increasing housing provision here is not reflected in the Development Options. Many feel the Town Centre proposal is a missed opportunity for increasing housing provision.
- Much opposition to the Town Centre proposal
- Opinion divided as to whether a multi screen cinema is needed. Concern on effect on Cinemac. Others think it is vital
- Improve facilities for the elderly and disabled
- Build on heritage and market aspects. Treacle Market very important
- Create, preserve and enhance views from the town centre to the Peak District hills
- Improve infrastructure, connectivity, linkages and signage including cycle routes
- Support town centre above out of town development
- Improving the visual appeal of the town is vital
- Increase/expand green open spaces – more trees and flower beds
- More emphasis needed on historic environment

## Q2. Objectives and Strategy: Housing

### Do you agree or disagree with the Housing Objectives and Strategy as set out in the draft Macclesfield Town Strategy?

- 79% of respondents answered this question
- Strongly Agree (7.1%); Agree (19.6%); Neither Agree or Disagree (21.2%); Disagree (19.6%); Strongly Disagree (32.4%)



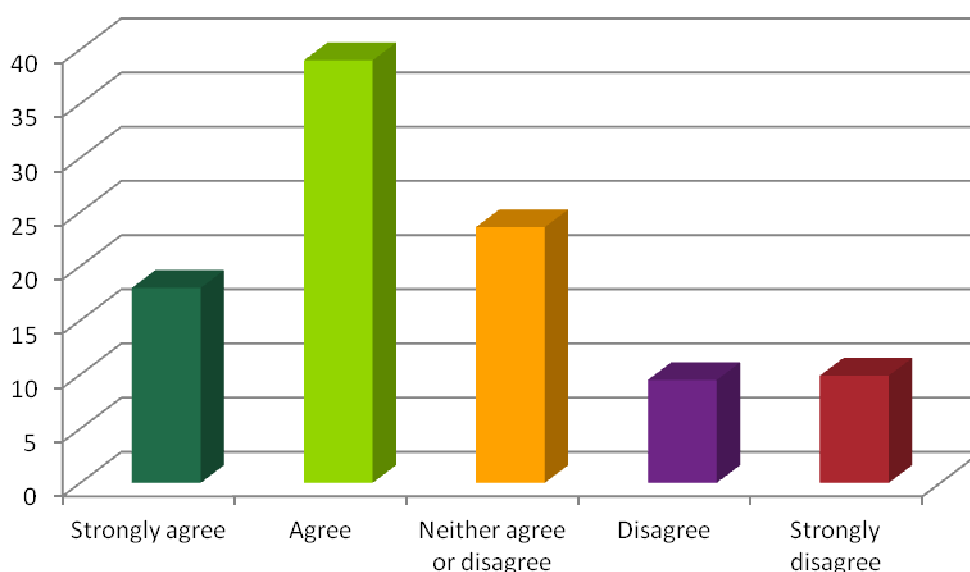
#### Comments Summary:

- Development on Green Belt land and conservation sites is not supported although recognition as need for growth is made
- The document does not make clear the evidence on which growth figures are based and the strategy is flawed
- Focuses on brownfield development sites first and use empty, disused and vacant sites
- Issue of impact of new development on existing infrastructure/ provision of new infrastructure. Particular issues are highways, schools and medical facilities but also water and sewerage, public transport
- High quality design in new housing developments is important
- Damage to countryside, environment and biodiversity
- New homes should be life time homes and 'green', and highly energy efficient/carbon neutral include Sustainable Urban Drainage etc
- Shortage of affordable/social/special needs homes, need for first time buyer homes.
- Suggest higher density housing required
- Development could have detrimental affect/destroy Macclesfield's unique character, landscape setting and economic prosperity
- Will increase commuting, reliance on cars. Where are the people going to work?
- New development must be sympathetic to the existing architecture

## Q2. Objectives and Strategy: Access and Transport

**Do you agree or disagree with the Access and Transport Objectives and Strategy as set out in the draft Macclesfield Town Strategy?**

- 75% of respondents answered this question
- Strongly Agree (18%); Agree (39%); Neither Agree or Disagree (23.6%); Disagree (9.5%); Strongly Disagree (9.9%)



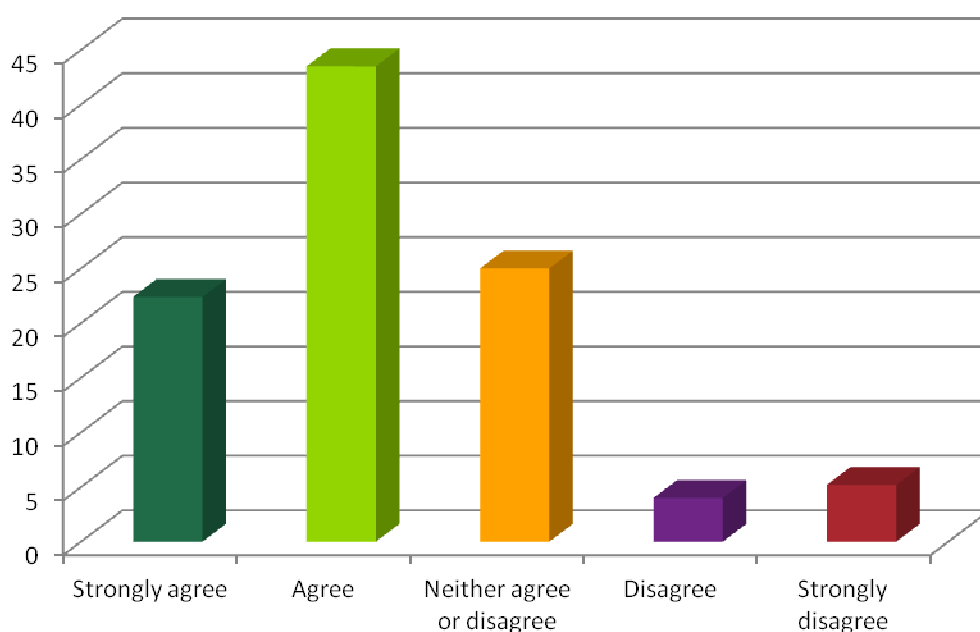
### Comments Summary:

- Add – improve access to the countryside, links to parks and open spaces, Peak District
- Focus on better public transport, cycling and walking. Increase free car parking
- Rebuilding/improving railway station and links to it are a priority
- New housing will increase congestion
- Better links to Manchester Airport, M6 and networks outside Cheshire East are imperative if Macclesfield is to attract new business.
- More emphasis on sustainable transport needed – park and ride, green walkways, cycle paths, reducing use of car (and reducing green house gases), railway/tramway, link to Metro
- Improve bus services, particularly to town centre, leisure centre and hospital
- Road and rail are key to business success.
- Need intelligent parking solutions using technology
- Road maintenance required
- Opinion divided on new link roads. Some consider full link road required
- Ensure new multi storey parking is well designed

## Q2. Objectives and Strategy: Community Facilities

Do you agree or disagree with the Community Facilities Objectives and Strategy as set out in the draft Macclesfield Town Strategy?

- 73% of respondents answered this question
- Strongly Agree (22.4%); Agree (43.5%); Neither Agree or Disagree (25%); Disagree (4%); Strongly Disagree (5.2%)



### Comments Summary:

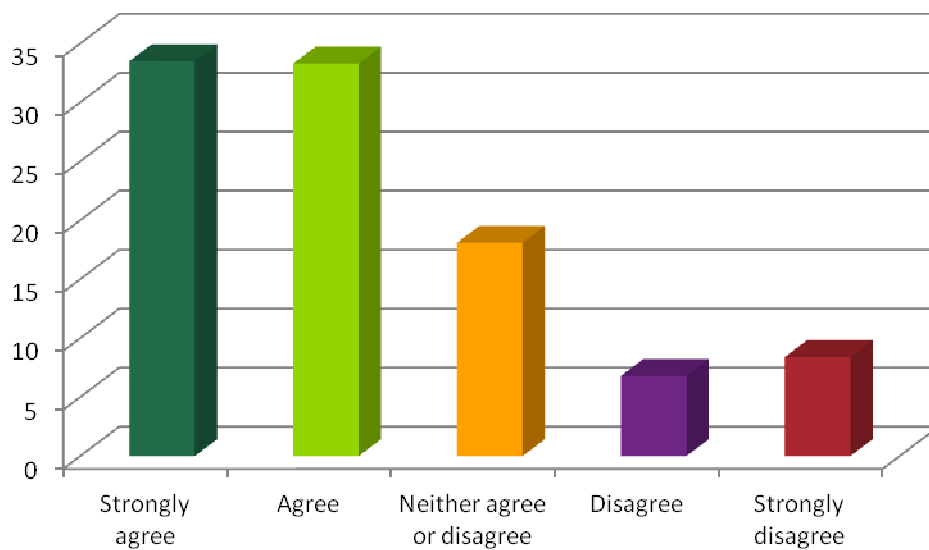
- Keep the Green Belt
- A cinema complex and more recreational facilities for young people are vital – including skate park, tennis courts, cycle lanes
- A purpose-built theatre/concert hall/entertainment venue and a cinema are desirable; the Heritage Centre is sub-optimal for this purpose.
- A senior citizens hall is important.
- Contradiction with development proposals and building on the Green Belt
- More allotments
- Special needs opportunities
- No confidence it will happen. Where/how will it be financed
- Community facilities for the disabled should be improved.
- Improve existing facilities
- Mixed opinion with regard to Macclesfield Town Football Club
- Encourage fitness and health e.g. subsidising
- Increasing housing/population will require significant increase in facilities

- Museums need reinvestment

## Q2. Objectives and Strategy: Environment

**Do you agree or disagree with the Environment Objectives and Strategy as set out in the draft Macclesfield Town Strategy?**

- 73% of respondents answered this question
- Strongly Agree (33.5%); Agree (33.3%); Neither Agree or Disagree (18.1%); Disagree (6.8%); Strongly Disagree (8.4%)



### Comments Summary:

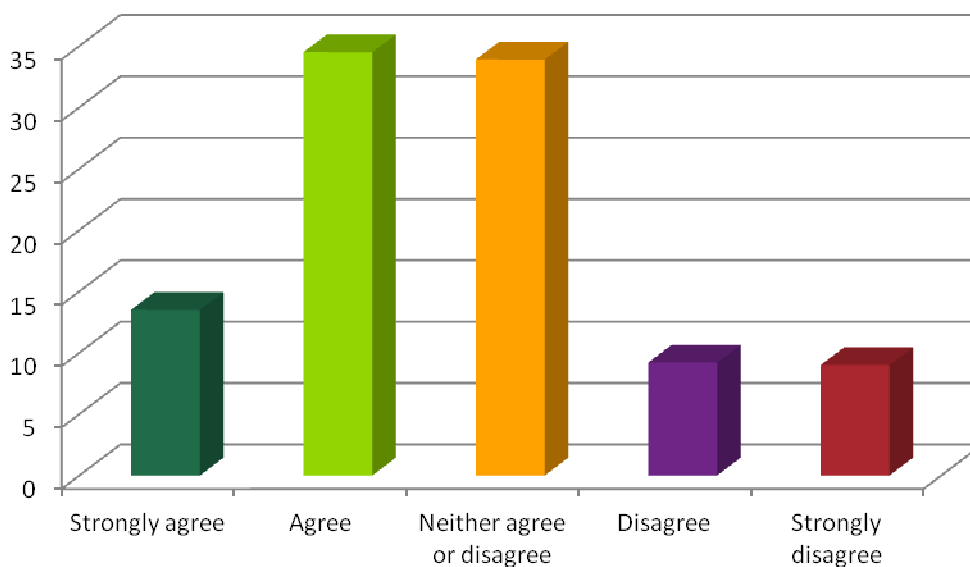
- Conflict with the Development options i.e. development of the Green Belt, increased traffic and proposing a bypass/link road
- Building 3,500 houses on the green belt is contradictory to the vision
- No to green field development, the countryside should be protected
- Positively manage and enhance built heritage
- Achieving high quality, sustainable development is important
- Key feature of Macc is the transition from the Cheshire Plain to Peak District – needs emphasizing
- No mention of public rights of way and sustainable transport
- Include reference to Listed Buildings, Locally Listed Buildings, Conservation area, Scheduled Ancient Monuments and Area of Archaeological Potential
- No mention of environmental quality or Green Belt, wildlife
- Support for making best use of brown field and derelict land and minimizing the development of green field areas. However conflict with NPPF.
- Does not go far enough - need to set out a positive strategy for conservation of the historic environment

- Existing facilities have reached capacity e.g. Macclesfield Forest, country lanes, leisure centre

## Q2. Objectives and Strategy: Deliverability

**Do you agree or disagree with the Deliverability Objectives and Strategy as set out in the draft Macclesfield Town Strategy?**

- 71% of respondents answered this question
- Strongly Agree (13.5%); Agree (34.5%); Neither Agree or Disagree (33.9%); Disagree (9.2%); Strongly Disagree (9%)



### Comments Summary:

- A bland statement which doesn't seem to identify anything concrete
- Agree with the need for ICT for homes and business, but disagree about the need to grow our population.
- Not sure that the plan is deliverable, given national financial constraints/economic climate, and that cost-saving compromises will cause serious damage to Macclesfield town and its surrounding environment.
- Not at the cost of the Green Belt and green field sites
- Realism required
- Not Macclesfield specific
- Include CEC working with community groups and employers
- Need more details and specifics
- If Macclesfield is to expand its size then adequate facilities must be provided
- Disagree Macclesfield needs to grow

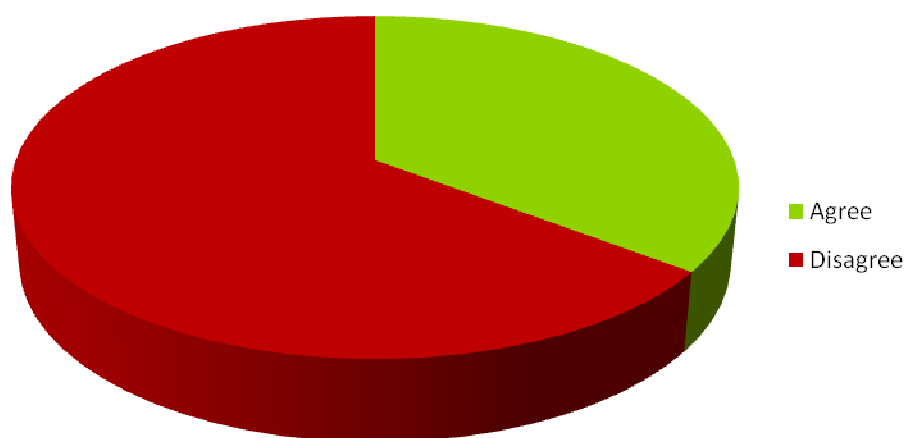
- Contradiction with preserving the natural environment and yet propose housing development
- The document is unclear and does not explain
- Objectives and Strategy do not relate

### Q3. Potential Development Sites

#### Q3. Site A: Land to north of Birtles Road (Housing)

Do you agree or disagree with Potential Development Site A in the draft Macclesfield Town Strategy?

- 62% of respondents answered this question
- Of those that did respond: Agree (35%); Disagree (65%)



#### Comments Summary:

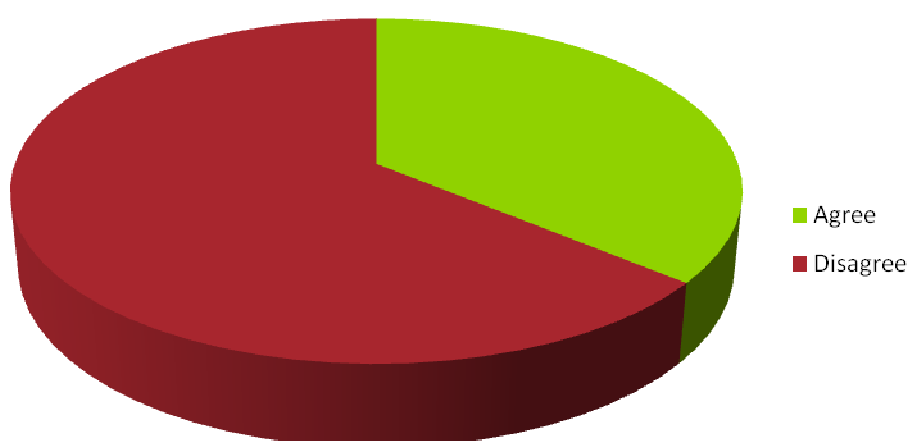
- Area should stay as green belt
- Will promote urban sprawl/urban extension into open countryside
- Huge area of attractive and useful land would be lost
- Area gives a rural entry to the town from the north
- Destroys character of Henbury and its environs
- More suitable sites than this one
- Brownfield sites should be developed first; plus the long standing development proposals at Tytherington and South Macclesfield.
- Adjacent to Site of Biological Importance which should be protected; close to 2 local wildlife sites and Sandy Lane Nature Conservation Priority Area in Local Plan
- Preserve green spaces, recreational lungs and sites of nature conservation, historical and biological importance; wealth of local wildlife; all important on a spiritual level as well.
- Impact on the setting of heritage assets should be assessed (English Heritage)
- Protect this agricultural land; put more land to agriculture to feed growing population
- Don't build on floodplains
- Contrary to the draft strategy on the Environment in the Town Strategy document
- Local roads cannot sustain extra traffic and will place pressure on public transport

- Detrimental effect on infrastructure – water and electricity supplies
- Site remote from town centre and shops
- Too many houses proposed for the site
- Further justification needed re target figure of 3,500 for town as a whole
- Improve existing housing instead of building more
- Will only encourage upmarket housing, increased car ownership and limited use of town centre
- Question deliverability of site in terms of infrastructure provision and existing occupancy
- Site would need a new school or expansion of local primary schools; Fallibroome School also oversubscribed
- Incremental extension possible in this area and still leave green space
- Must be affordable housing for first time buyers and include leisure facilities
- Building here will not encroach into other residential areas; minimum impact on accessible countryside; roads good
- Good relationship to adjacent urban area; access to services; robust vegetated development boundaries can be created; will not lead to coalescence with another settlement
- South West Link Road should be extended north/north-eastwards to Site C
- Development of this area will extend an existing housing area and the future residents will be able to benefit from the sports facilities at Macclesfield Leisure Centre and the educational facilities at Fallibroome School and its feeder primary schools
- Sites on the west Macclesfield are the most viable option for commuters – good transport links

### Q3. Site B: Land west of Priory Lane (Housing)

#### Do you agree or disagree with Potential Development Site B in the draft Macclesfield Town Strategy?

- 60.8% of respondents answered this question
- Of those that did respond: Agree (36%); Disagree (64%)



#### Comments Summary:

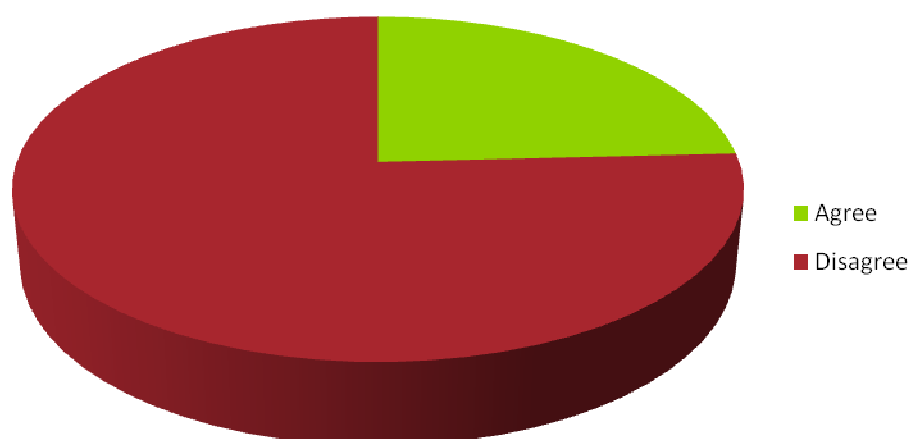
- Building on green belt is undesirable and would destroy the character of Macclesfield
- Encroachment on Prestbury and Alderley Edge
- Area of Special County Value; magnificent countryside
- Build on brownfield sites first – derelict/empty buildings and underused sites; build in the town centre; plus long standing development proposals at Tytherington and South Macclesfield
- Infrastructure problems; Local roads cannot sustain extra traffic; Poor road links to other parts of town; junction improvements would be required
- Remote from public transport and services; town centre may not gain support
- Will put pressure on public transport system
- Local primary and secondary schools oversubscribed; will lead to overburdened town facilities
- Heavily/densely populated/developed side of town already
- Destruction of productive farmland
- Preserve green spaces, recreational lungs and sites of nature conservation, historical and biological importance; local wildlife
- School, leisure centre and Rugby Club good focus for town in terms of leisure facilities
- Will alter character of area and the community
- Adverse impact on current attractive approach to town from north

- Contrary to the draft strategy on the Environment in the Town Strategy document
- Question deliverability of site in terms of infrastructure provision and existing occupancy
- Smaller, sustainable, more community friendly, more desirable housing developments needed not large estates
- Should be for mixed use – retain some green space/sports fields
- Good proposal; sustainable location; visual impact low; good access; links to Alderley Edge/Wilmslow/S Manchester business areas
- Incremental extension possible in this area and still leave green space /feels like extension of existing built up area
- South West Link Road should be extended north/north-eastwards to Site C; link road between Chelford Road A537 and B 5087; northern bypass to Tytherington
- Sites on the west Macclesfield are the most viable option for commuters – good transport links
- Good relationship to adjacent urban area; access to services; robust vegetated development boundaries can be created; will not lead to coalescence with another settlement; chance of improved facilities for the Rugby Club
- Open up views of countryside from town centre

### Q3. Site C: Land north of Prestbury Lane (Housing)

Do you agree or disagree with Potential Development Site C in the draft Macclesfield Town Strategy?

- 66.4% of respondents answered this question
- Of those that did respond: Agree (24%); Disagree



(76%)

#### Comments Summary:

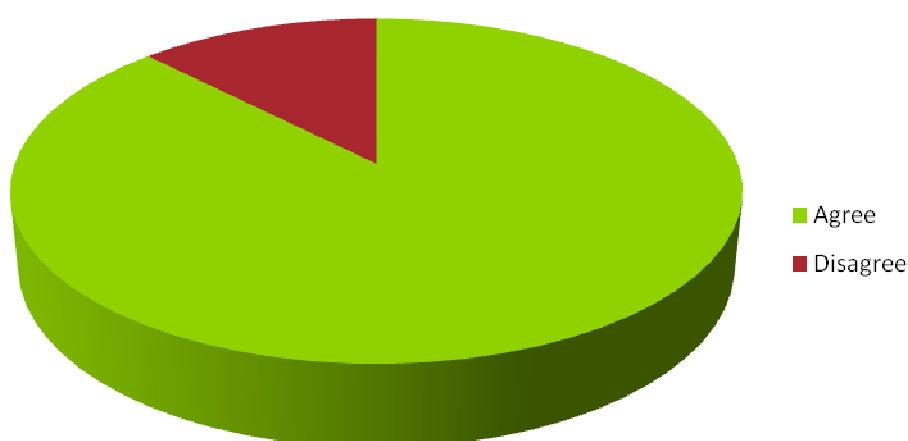
- Incursion into green belt; reduction of green space between Prestbury and Macclesfield – green gap/countryside should be preserved; need separation between settlements
- Develop brownfield sites, non green belt sites; use empty housing; build in centre of Macclesfield; regeneration of urban areas
- Small network of roads would not sustain increased traffic
- Capacity issues at local schools and will lead to overburdened town facilities – doctors, hospital etc; town centre may not gain support
- Woodland area important wildlife corridor to River Bollin; common and endangered species; protect ancient woodland - Upton Wood important for its fauna and flora
- Would compromise the adjacent Riverside Park – a key green asset/resource; landscape impact on Bollin Valley; close to Riverside Park Local Nature Reserve, Tytherington Wood and Upton Wood both ancient woodland – new housing would have a detrimental effect
- Avoid building in floodplains
- Preserve green spaces/areas between housing; recreational lungs; fingers of green belt that stretch into the heart of the town
- Preserve sites of nature conservation and historical and biological importance and productive farmland
- Impact on the setting of heritage assets should be assessed (English Heritage)

- Any development detrimental to character of area – visual impact, loss of views, loss of privacy, overlooking, loss of access to countryside, reduced quality of life and well-being, value of property affected
- Development in area C would need to preserve Macclesfield Footpath 21 and Prestbury Footpath 30 which cross this area.
- Impact on elderly population in area – loss of peace and quiet
- More housing will affect road congestion – routes into the town; public transport limited to this area
- Economic situation problematic for provision of new services; access to loans for first time buyers
- Question housing need figures – need further justification for 3,500 figure for town
- Ideal housing site; already surrounded by housing; strong existing boundaries; would be good for social housing; close to town centre and other facilities; could provide open space and children's play and protect environmental assets; recreational access to Bollin Valley
- Insufficient brownfield sites to meet the housing need therefore some green belt will have to be developed

### Q3. Site D: Land at Tytherington Business Park (Housing or Employment)

Do you agree or disagree with Potential Development Site D in the draft Macclesfield Town Strategy?

- 68% of respondents answered this question
- Of those that did respond: Agree (87%); Disagree (12%)



#### Comments Summary:

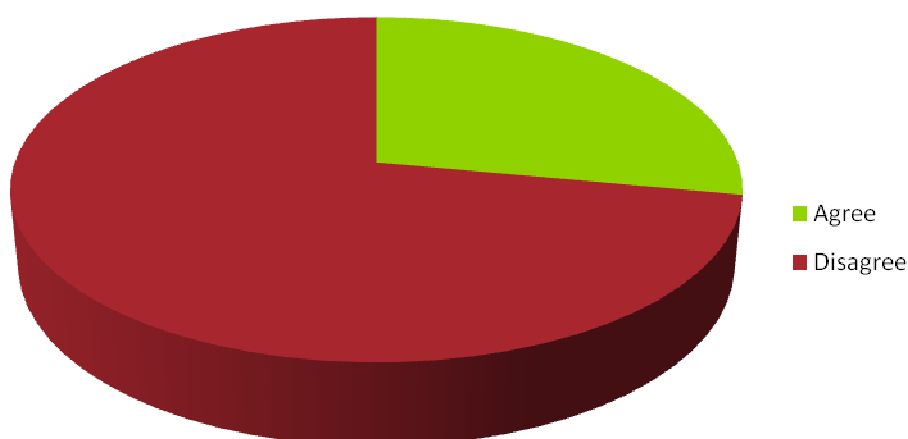
- Existing employment area; already being used for dwelling and office based businesses; existing infrastructure; good access; close to facilities; could develop cycle tracks
- Sensible location to extend existing development; less impact than other sites; ok as long as not too many houses; sustainable development needed; good site for affordable housing
- Will need community uses on site also for young people(11-19)
- Not in green belt; houses here would take pressure off green belt; a good area for mixed development
- Conversion to residential allocation would rule out employment development on the north side of the town – then an alternative location would have to be found
- Keep as employment; promote new businesses to offer employment
- Amenity issues with mix of housing and employment, loss of green space and wildlife
- Traffic impact, roads and services will not cope with increased development
- Incentives needed to attract businesses to the site – improved road and rail links for example
- Use of brownfield sites would be better; protect footpaths
- Concentrate on filling empty offices and buildings in Macclesfield first; then Tytherington and South Macclesfield

- Question need for further housing; any new housing needs careful consideration; only one site not total solution

### Q3. Site E: Land between Hurdsfield Road and Buxton Road (Housing)

Do you agree or disagree with Potential Development Site E in the draft Macclesfield Town Strategy?

- 75% of respondents answered this question
- Of those that did respond: Agree (28%); Disagree (72%)



#### Comments Summary:

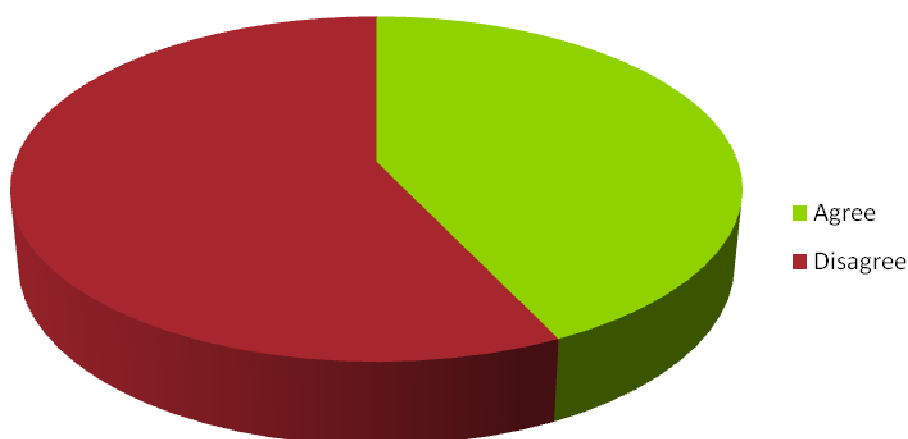
- Green belt; incursion into green belt and into Peak Park fringes/National Park; green belt important for present and future generations. Brownfield first
- Difficult to develop because of the topography; mine workings in area –coal seams, pit shafts
- Access difficult; Higher Fence Road – unadopted road/track
- Area prone to water logging and flooding; lots of watercourses and sluices that fed the mills in Macclesfield; associated pipe work to reservoirs
- Well used network of paths and tracks that give access to wider countryside
- Important views to hills, development will have an adverse landscape impact
- Area rich in fauna and flora – mature trees and hedgerows, streams and ponds -wealth of wildlife – native and migratory birds etc
- Will impinge on one of the main attractions of the town – views from town to the Pennines
- Historic area – Victorian local reservoirs – links to Silk Industry, Macclesfield Canal – part of Cheshire Ring and conservation area, former coal mining
- Contrary to Environment objective in strategy and goes against enhancing canal for leisure and recreation plus goes against other parts of the strategy
- Insufficient infrastructure for planned growth and adverse impact on traffic

- A few more houses could be built here; built-up area already; fills in spaces and encourages town centre; close to employment and town centre allowing people to walk rather than drive. sustainable
- Main site in east; good site; well served by public transport; local school nearby; partially surrounded by housing; East Cheshire Hospice and NSPCC would benefit from sale of site; CEC ransom strip Lark Hall Road
- Could be suitable for high density eco-design; good design could use the potential of the canal

### Q3. Site F: Land east of London Road (Housing and/or Employment)

Do you agree or disagree with Potential Development Site E in the draft Macclesfield Town Strategy?

- 64% of respondents answered this question
- Of those that did respond: Agree (43%); Disagree (57%)



#### Comments Summary:

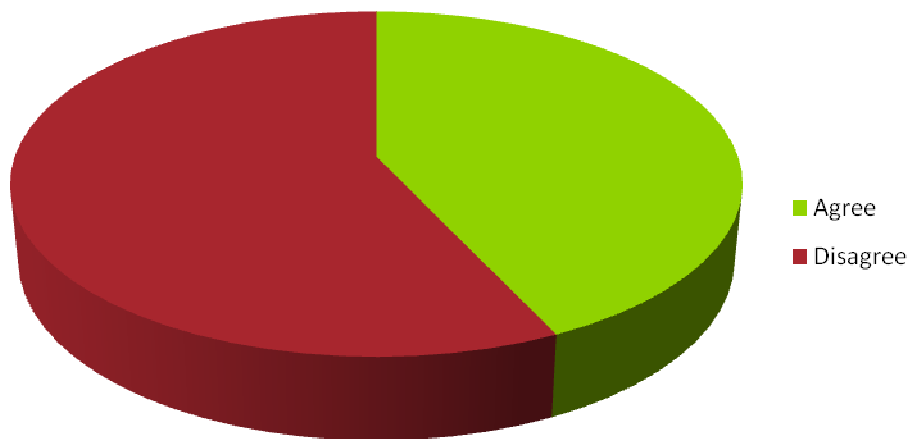
- Protect green belt land and green belt principles – vital for present and future generations
- Incursion into green belt; reduction of green space between Sutton & Lyme Green and Macclesfield – green gap/countryside should be preserved; need separation between settlements
- Parish Plan- majority of residents wanted to keep area as greenbelt
- Already defensible greenbelt boundaries
- Build on brownfield sites/derelict sites first; town centre sites; sustainable development needed
- Beautiful countryside/attractive site that forms part of the foothills which lead up to the Peak District National Park; will spoil the character of Macclesfield;
- Macclesfield Canal Conservation Area – tourist attraction of the canal needs to be preserved
- Developing this site would erode the character & identity of both Sutton and Lyme Green
- Agricultural land
- Avoid scarring the landscape; retain Byron's Wood; important range of habitats; nature conservation priority area
- Network of country lanes would not sustain additional traffic
- Not enough facilities for number of houses
- Develop just a small area for housing; too many houses proposed

- Employment a priority in this area
- Mixed area already with business park nearby; area could be improved
- Good area for development; need access to Silk Road and new by-pass; flat and adjacent major road; good for housing and employment
- Canal and roads good boundaries
- Need for the design and layout of new developments to make a positive contribution to the canal/waterway. Proximity of development can create extra burdens on waterway in terms of increased recreational use and therefore increased maintenance
- Support for site – canal defensible green belt boundary; phased development possible; sustainable and strategic location; good transport links; potential to deliver high quality housing and employment; would contribute towards a balanced distribution of growth
- Has a new railway station been considered?

### Q3. Site G: Land at Gaw Lane End (Housing and/or Employment)

#### Do you agree or disagree with Potential Development Site G in the draft Macclesfield Town Strategy?

- 60.8% of respondents answered this question
- Of those that did respond: Agree (43%); Disagree (57%)



#### Comments Summary:

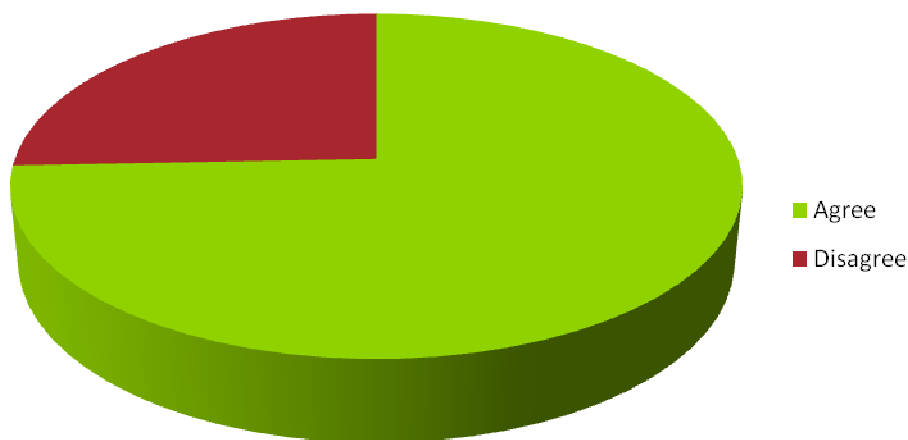
- Prominent loss of green belt land on access road into town; Keep green open spaces/green lungs
- Protect green belt land and green belt principles; good boundaries at present; vital for present and future generations
- Reduction of green space between Sutton & Lyme Green and Macclesfield
- Parish Plan- majority of residents wanted to keep area as greenbelt
- Adverse landscape impact and urban sprawl; spoil character of Macclesfield
- Extending town too far out to south
- Build on brownfield/derelict sites first
- Tourist attraction of the canal needs to be preserved
- Recreational uses which would be compatible with its Green Belt function
- Network of country lanes would not sustain additional traffic; site access poor
- Good site for development with proximity to existing development
- Local infrastructure likely to support increased population
- Already a mixed area; employment would make sense in this area
- Housing would be most suitable
- Ideal site for sports development
- Gaw End site sustainable site –logical infill opportunity; benefits – job creation, open up access to canal, improved vehicular access

- Good for mixed development but need improved access

### Q3. Site H: South Macclesfield Development Area (Mixed Use)

**Do you agree or disagree with Potential Development Site H in the draft Macclesfield Town Strategy?**

- 63.4% of respondents answered this question
- Of those that did respond: Agree (74%); Disagree (26%)



#### Comments Summary:

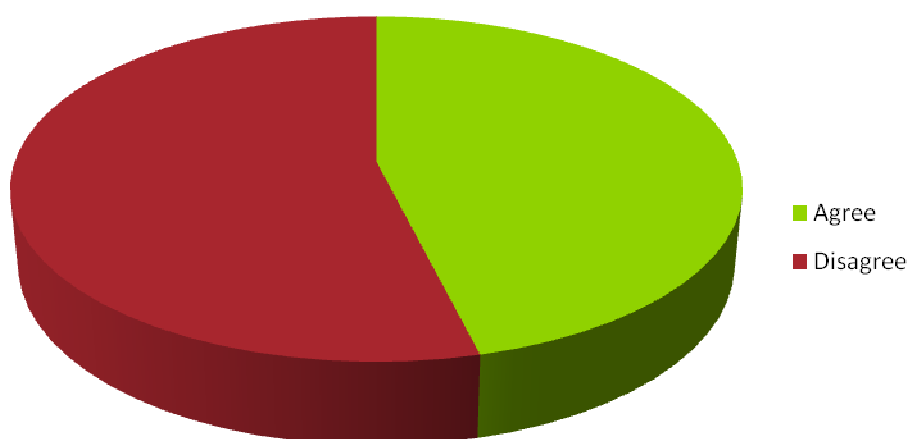
- This must go ahead to ensure the future of Macclesfield as a valued town
- Macclesfield Town Football Club needs a modern, larger stadium to attract spectators and enable onsite training and ladies' team events. A new stadium would be more financially sustainable and could be used by the wider community. The area lacks facilities.
- The obvious place to concentrate any necessary development, as it needs redevelopment, is the least obtrusive site, and an unattractive part of town already scheduled for development
- Use it because it is not in the Green Belt
- Use for affordable housing to buy and rent; and employment opportunities for the residents of South Macclesfield
- This is already a mixed area so there will be no change to its character
- Essential to allow the South Macclesfield Relief Road to proceed
- Better to put houses on the edges of an already built up town
- Question the association of this land with a link road to the Henbury area which passes through a large amount of Green Belt land
- Incorporate into the plan both to the countryside and availability of outdoor recreation facilities
- Develop the town centre, not out of town. Significant retail or supermarket in this area will not help to reinvigorate the town centre.
- Return the site to peat moss and form an extension of the Danes Moss nature reserve, for education and visitor purposes.

- Instead of a relief road, mitigate traffic congestion through traffic management and improved public transport. Consider a railway station in this area.
- Develop for housing, supermarket, cinema. Leisure will attract people from nearby towns.
- Good for a mixed-use site (mixed uses are more sustainable) but would need the Silk Road to be extended down London Road and link roads to Congleton and Chelford Roads
- Land here is boggy/peaty, and existing properties have subsidence problems. There will also be logistical and financial problems of building.
- Do not build on a carbon sink
- Traffic problems alone should stop this unwarranted attack on the Green Belt
- Not convinced by the justification - the proposals are designed solely to secure the link road
- Development should include reasonable areas of green space and access
- Site is remote and isolated from the town centre. Will there be a demand for housing here?
- This is the prime site for development if you have to use open land – it is near the main route through the town and includes brownfield land
- Use for small scale housing only, with buffer zone to the north of the waste disposal site
- Development here will be a dormitory estate with limited benefit to town centre businesses
- Despite a longstanding allocation, no employment uses have come forward. There is an overprovision of employment land. Most jobs are not located on allocated employment sites due to changing patterns of working. Develop the site mainly for housing
- Use empty, derelict buildings before rebuilding
- Preserve the tourist attraction of the canal area
- We need the link road, and development in this area would help secure its financing
- This site is very suitable for industry. Why bring in housing and retail?
- We have loads of unused business space. Don't consider more of it. The priority should be good-quality, affordable housing to get first-time buyers on the housing ladder and create a community and economic infrastructure to support Macclesfield.

### Q3. Site I: Land between Congleton Road and Chelford Road (Mixed Use)

Do you agree or disagree with Potential Development Site I in the draft Macclesfield Town Strategy?

- 61.9% of respondents answered this question
- Of those that did respond: Agree (46%); Disagree (54%)



#### Comments summary:

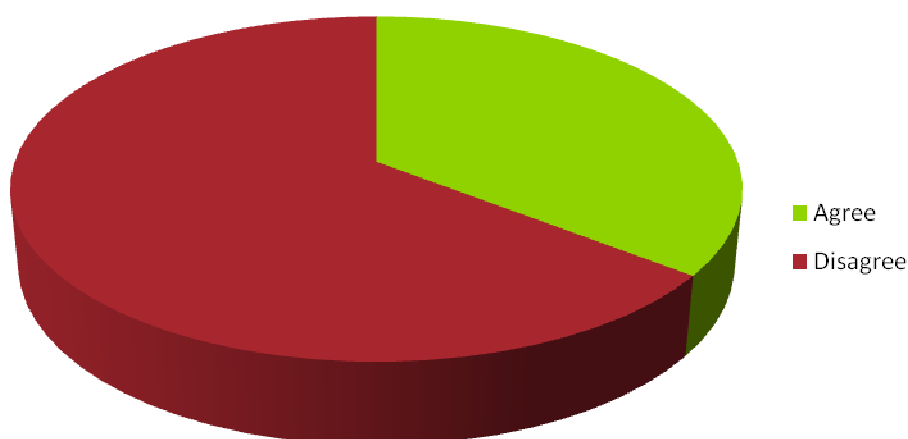
- Do not build on the Green Belt. Build on brownfield land first.
- Important wildlife site
- An ideal, logical place for development.
- There would still be enough land in the Green Belt between Macclesfield and Knutsford.
- Protect open countryside and agricultural land.
- Mixed views regarding the location of the site some think there are better options available whereas others think South Macclesfield is ideal as it is where employment is needed.
- The South-West link road would have to be in place first.
- Questions regarding demand for housing.
- Infrastructure needs to be in position before any further development.
- Questions over the viability of the site.
- The area will supply large enough communities to sustain additional local amenities within the development.
- It will affect the character of Macclesfield.
- Concern over footpaths crossing the site.
- Prevent urban sprawl.
- Concerns over additional traffic congestion and pollution.

- Differing views over the mix of uses on the site (just housing, retail not needed, mixed-use ideal etc.)
- Balance the town out better, but green belt and near ancient woodland.
- Concerns over flooding on the site.
- Build smaller estates more spread out across the area to reduce impact.
- Better to locate housing all in one place then the infrastructure can be delivered with it.
- Gives the best delivery for Localism.
- Concerns over the effect of housing or link road development on Henbury.
- Public transport would need improvements.
- Land could easily provide a supermarket, most of Macclesfield's housing need and a cinema as well as providing the East - West link road so sorely needed.
- The wildlife is extensive including Newts, frogs and toads, voles, badgers (including erythristic badgers), tawny and little owls, pheasants and French partridges etc.
- Flowerpot crossroads and Broken Cross roundabout are already bottlenecks.
- A retail study of land between Congleton Road and Chelford Road would be necessary.
- Building another large housing estate next to Weston Estate is undesirable.
- United Utilities PLC can confirm if there any water supply and/or sewerage infrastructure capacity issues once specific details of any development come forward.
- Too far from town centre.

### Q3. Site J: Land between Chelford Road and Whirley Road (Housing)

#### Do you agree or disagree with Potential Development Site J in the draft Macclesfield Town Strategy?

- 60.9% of respondents answered this question
- Of those that did respond: Agree (35%); Disagree (65%)



#### Comments Summary:

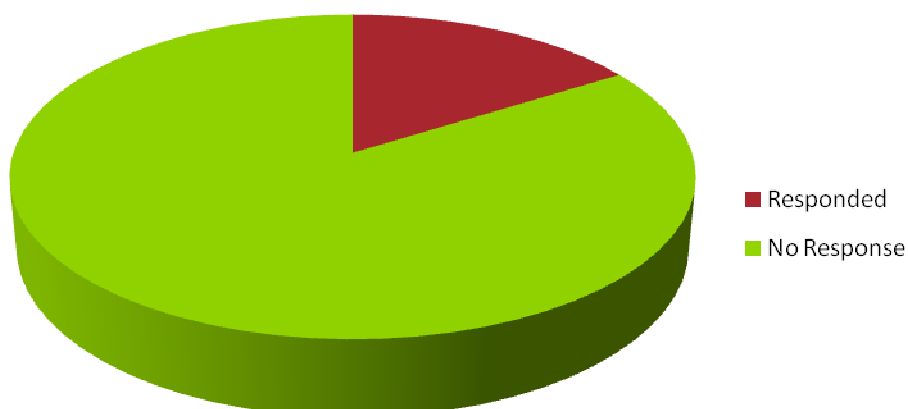
- Strong disagreement with any building on the Green Belt.
- Support, as this area already has established primary schools and residential properties
- Incremental extension here could occur and leave greenspace to boundaries of neighbouring villages
- Conflicts with Green Belt function of maintaining the separate identity of Macclesfield and Henbury
- Landscape impact prominent when viewed from Chelford Road
- Area J affects Footpaths Macclesfield 22 and 23 and Henbury 7, 8 and 12
- Area of outstanding natural beauty, adjacent to an Area of Ancient Woodland and Site of Biological Importance. Ponds, significant wildlife and environment. Development within the proximity of this area may have a negative impact on biodiversity and ecosystems.
- Residents will suffer financially from loss in value of their properties
- Develop town centre sites first, especially as one of the plan aims is to encourage people to live in the town centre
- Better suited for development than the other allocations, as it is close to existing development between Broken Cross and Henbury
- Would destroy a rich agricultural environment
- Would increase traffic at Broken Cross
- Site functions as flood plain as present. Concern of flooding if the site is developed
- If increasing housing here, a new link road is required
- Development would not affect the land gap to the next settlement, Knutsford

- Does not impact adversely on existing site of natural character.
- Huge amenity loss – the fields behind the Chelford Road and Whirley Road are the only accessible open space for hundreds of houses. It is safe and well-used daily. The Place shaping consultation found that residents strongly support retention of open spaces.
- The most viable option for commuters in terms of transport links – I would want to live here
- Development here is contrary to the strategy which states that the best value should be made of brownfield and derelict land, and development of greenfield areas minimised.
- Proposed spatial distribution on Diagram 1 is too heavily focused and reliant on release of sites to north and south-west, which better fulfil the purposes of Green Belt than land at Henbury and Blakelow Road. These sites do not make a significant contribution to Green Belt purposes. They are well contained and represent infill opportunities / sustainable extensions. Development would have no significant adverse impact on Green Belt openness.
- The development will increase reliance on the car, although fuel will become more expensive and agricultural land more valuable.
- There will be a higher demand for housing close to the Manchester boundary, where more jobs will be created.
- We subscribe to the vision of the town being an appealing landscape setting, thus not overrun with new housing estates.
- Development here compromises the vision of a vibrant town centre
- This is the most populated part of town and has poor road links to the other side of town
- Makes sense, if there is appropriate land available, to extend the existing large housing estate on Whirley Road
- Transport links would be problematic. Access from this site to key amenities such as the town centre, station and supermarkets, will be poor without investment in roads.
- Development on this peat land would be costly in terms of financing and carbon footprint. It is also a well-used leisure amenity.
- Linking Henbury to Macclesfield makes no sense, as it is probably going to be linked to Northwich for parliamentary issues.
- Development would destroy the approaches in and out of Macclesfield
- Development would set a pattern for incremental Green Belt inroads every time the plan is reviewed. Once gone, it cannot be got back.
- Improve pedestrian provision – many people drive to school because the Whirley Road pavements are too narrow for parents with small children / pushchairs
- We have plenty of unused business space and do not need any more. The priority should be good quality, affordable housing for first-time buyers

## Q4. Additional Sites

Are there any other sites that you would like to suggest for potential development?

- 16.1% of Respondents answered this question



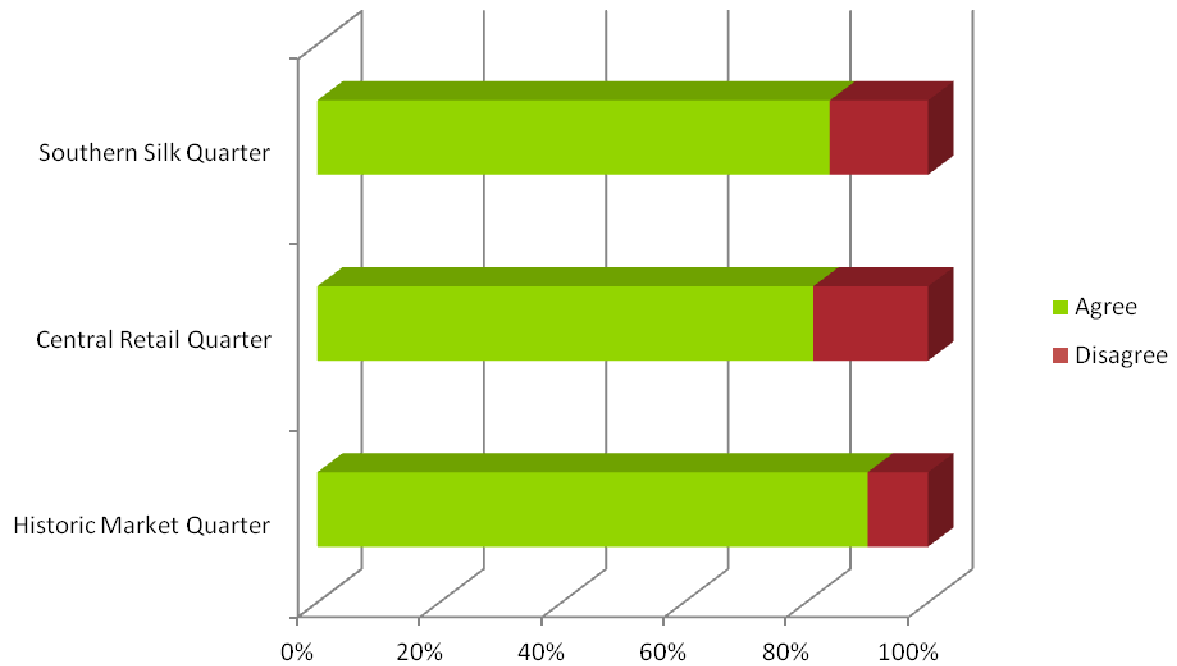
### Comments Summary:

- 1) Frost Mill, Park Green 2) Sutton Castings. Churchill Way
- 1) The Towers on Park St. 2) The old foundry on Churchill Way. 3) The burnt out Mill on Mill Lane.
- 1. West of Churchill Way from King Edward Street to Halfords. 2. North of Tytherington, west of A538, where
- a) T.A Centre on Chester Road b) Barracks Mill c) London and Manchester House d) Burned down mill on Park
- Albion Mill on London Road
- Area of land directly to the south of the existing industrial estate (next to area G on the consultation document)
- BAE Woodford The old Mills on London Road Barrack's at Hibel Road (Not for Tesco enlargement)
- Bank Street Winlowe flats should be used
- Barracks Mill, Black Lane off the Silk Road.
- Burnt down Gradus Mill, Park Green, Macclesfield
- Corner of Hibel Road/Jordangate - also Craven House
- Council Yard off Thorp Street which could be redeveloped for housing.
- Derelict area adjacent to the gas holder
- Derelict buildings on Churchill Way opposite senior Citizens Hall
- Derelict mills on London road (at its best London Road gives the first impression of a blighted town, not one t
- Former R H Stevens depot on Gunco Lane backing onto canal.
- Former Reiter Scraggs, Langley
- Land adjacent to Adlington Station
- Land adjacent to area B located to south of Alderley Road and to west of the Rugby Club
- Land adjoining Congleton Road to the South of area H
- Land between Clarke Lane, Silk Road, Astra Z and canal

- Land fronting Hurdsfield Road. Rainow Road, Macclesfield
- Land north west of Prestbury and south west between Bonis Hall Lane, Prestbury Lane and B5091. OSG B36 x
- Land off Blakelow Road
- Land off Prestbury Road (Area C) - Further comments are provided in WCEPL representations submitted sepa
- Large dilapidated factory site on London Road (near junction of Sutton Close) or large area of former factory l
- London Rd, Chestergate, Gas Rd Area Black Rd
- London Road Mill buildings 3 houses on Hurdsfield Road (opp. laundrette)
- Look at disused mill buildings e.g. above Cheshire Glass.
- North of Tytherington
- Pool End (previous farm buildings and land) Junction of Manchester Road - A538 and Tytherington Lane - B50
- Potential sites: London & Manchester House and car park, disused and crumbling; mills along London Road, s
- R.H.Stevens old site on Gunco Lane Macclesfield
- Reiter Scraggs RH Stevens empty mills e.g. London Road near Byron's Lane; near St Pauls, east site of Silk Roa
- River Bollin Area Macclesfield
- Site of old Barracks Mill
- The now defunct Travellers Rest public house on Coronation Street
- The site of the burned out carpet factory near Tesco Hibel Road. It's an eyesore that residents would happily
- The Towers - corner of Park Lane and Park Green Craven Hose - Churchill Way
- Thorp Street Macclesfield

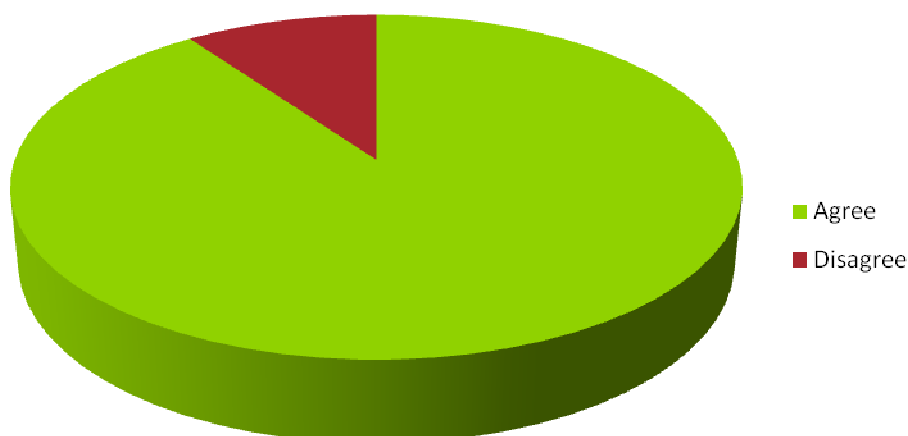
## Q5. Town Areas

Do you agree or disagree with the town areas as set out in the draft Macclesfield Town Strategy?



## Q5. Historic Market Quarter:

- 67% of respondents answered this question
- Of those that did answer the question: Agree (90.1%); Disagree (9.9%)



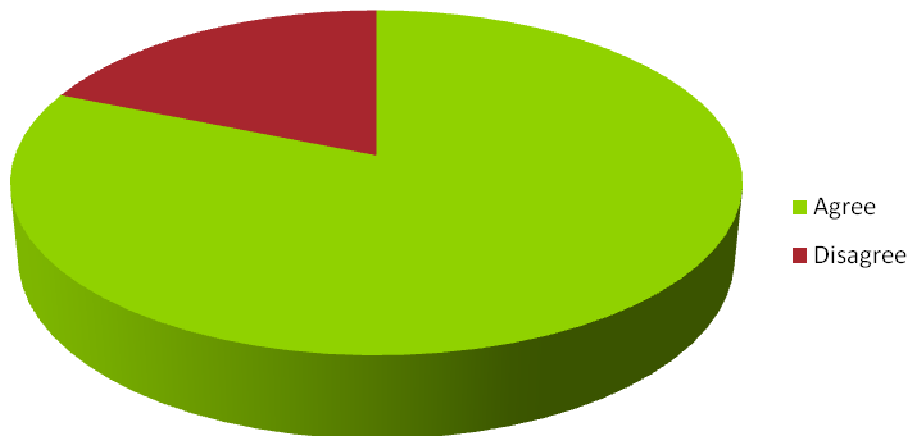
### Comments Summary:

- Encouraging shops, cafes and markets is not enough. We also need other daytime and evening activity such as arts, entertainment and creative activities
- Strong desire to preserve remaining old buildings and heritage
- Strong support for a market in the Market Place
- A real opportunity. This area could become vibrant, encouraging locals and visitors
- Encourage the independent shops here which differentiate Macclesfield from other areas.
- Hold a weekly or twice-weekly town market – must remain a market town
- Define ‘historic’ – whereas Market Square might be historic, Mill Street is not, nor are the Grosvenor Centre or multi-storey car park
- Absence of criteria for determining the area proposed
- Signpost green space behind the church
- Sadly neglected. Requires concerted effort NOW on tasteful improvements, beginning with signage, shopfronts and road repairs
- Overambitious – does not accurately reflect Macclesfield.
- Want an ordinary market: Treacle Market is fantastic but middle class.
- Agree, essential. This is the core of the town and attracts visitors. It is the most important area, as Macclesfield must compete with bigger places and out-of-town centres but can only do so by being distinctive and providing a unique shopping experience.
- Boundary should run along roads
- Could include Exchange Street up to Roe Street; should include Waters Green, Christ Church; the King Edward Street chapel; and Chestergate

- Include the retailers on the western side of the town and encourage trade there in order to incentivise retailers to set up in these places.
- Make safe and reopen closed cobbled ways which are a great part of the towns character including Waters Green to St Michael's Church; and 108 Steps to Brunswick Hill
- Use all opportunities and vacant sites to encourage a retail balance in size and ownership, including derelict pubs on corner of Chestergate/Churchill Way
- Use Craven House site for a new department store
- Appeal to outsiders by developing silk heritage as well as contemporary, new buildings and facilities to provide for present/future whilst retaining strong historical links
- Drop rents (including for stallholders) and business rates; provide incentives to encourage occupancy and start-ups
- Nothing wrong with existing links between the station and town centre
- Worried about implementation – character can easily be destroyed
- Make more use of the market place including allow more arts/street entertainments
- Must be fluid links to other proposed areas
- Why separate this quarter from the Central Retail Quarter?
- Macc 2020 response to town redevelopment plans is relevant
- Market quarter should not marginalise individual outlets to make way for corporate chains
- Market has declined and needs Council support. Extend and develop Treacle Market concept - the Council should learn from the Treacle Market's great and rapid success
- Improved links to railway station will promote sustainable transport use
- Maintain quality and variety of deteriorated retail outlets in Market Place and Chestergate
- How will empty properties be filled?
- Should be the main focus of the town centre. Concentrate on Market Square with development along Mill Road, Mill Street, Park Green and Old Park Lane
- The document's approach contradicts the Wilson Bowden redevelopment application
- Macclesfield has enough bars. Needs a cultural flavour.
- Design style should be as per Kings Street, Knutsford, Chester. No post-war symmetry
- Descriptions and aspirations appear sound
- Waters Green is the gateway to the town and needs very high priority for investment.
- This area cannot be considered in isolation from the Central Retail Quarter as the aim to encourage independent businesses here will be undermined by Wilson Bowden scheme
- Pedestrianisation has reduced trade, and disabled facilities have not kept up with plans

## Q5 Central Retail Quarter:

- 65% of respondents answered this question
- Of those that did answer the question: Agree (81.2%); Disagree (18.8%)

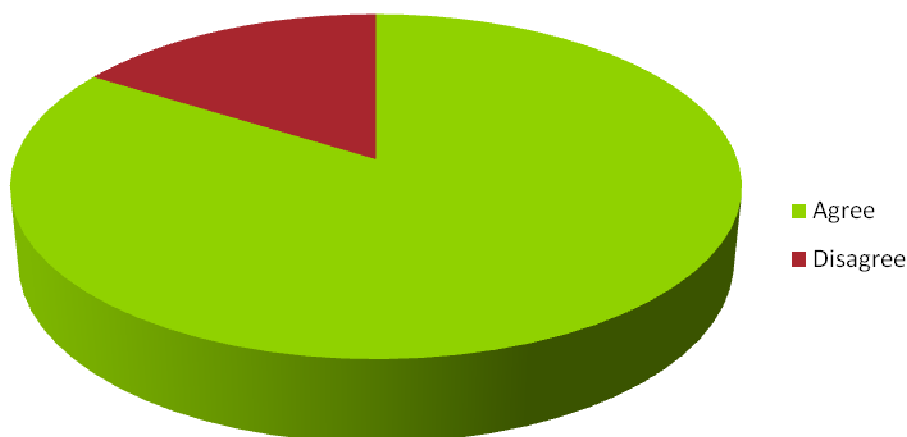


- Should include Cheshire Building Society, Grosvenor Centre, Chestergate, Market Place, the independent retailers on Sunderland Street, Marlborough Court and Mill Street, not Churchill Way or Duke Street.
- Dominated by multiples. Encourage small, local, character shops and unique shops such as Hoopers in Wilmslow
- Is investment in high street retail valid? Internet shopping is changing shopping patterns.
- Retain charm and heritage, do not take precedence over the other quarters
- Extensive development here would draw custom away from the historic market area
- Provide links to ensure people use the small shops in the historic quarter as well as the larger shops here
- Development opportunity at 1 and 2 Exchange Street and adjoining land, capable of linking Retail and Historic Market Quarters and improving pedestrian movement and urban fabric.
- Not yet convinced by the Council's plan for this area
- Any improvement to the town centre is welcome and overdue
- Any plans to extend should be justified and sustainable
- Attract major retailers away from the out-of-town retail parks, including shops which attract young people such as H&M
- Rather than building supposedly iconic structures which may become empty, spend money and work with landlords on bringing empty properties back into use. They are a blight.
- Bring all new retail outlets into this area
- Bring in Primark at the TJ Hughes site
- Don't overbuild our market town – improve it.

- We don't need a huge redevelopment. Take a sensitive look at Macclesfield's needs
- Reduce costs of accessing the area
- Invest in better street furniture and lighting
- Need wholesale redevelopment here to link the market and silk quarters
- Don't touch Roe Street, but make use of Exchange Street, Sainsburys/TJ Hughes building
- Detracts from Historic Market Quarter
- Much strong opposition to the Wilson Bowden scheme and a Debenhams in Macclesfield: would devastate the historic quarter, local operators and the Grosvenor Centre. It is an off-the-peg design and is not distinctive. It will be empty.
- Development south of Exchange Street, particularly of large-scale retail units, is unnecessary and opposed by many
- Development would reduce views of the surrounding hills which are integral to character
- A chain cinema would challenge the fantastic local, independent cinema
- Descriptions and aspirations appear sound
- Remove hideous post-war buildings and replace with low-rise, brick buildings
- Celebrate and encourage Macclesfield's organic, unplanned character, evolved over centuries and enabling natural integration of old and new. Don't flatten it with a faceless development which will crush its spirit. Build on our individualities and vernacular.
- Intersperse with green areas
- Keep the retail area as shops, cafes and parking only
- Support small businesses, encourage independents and fewer charity shops
- This should be a 'support area' with restaurants and parking, not a prime retail area
- We need car parking. What provision is made for this? Improvement all hangs on the balance of car parking and the kind of shops you propose.

## Q5 Southern Silk Quarter:

- 65% of respondents answered this question
- Of those that did answer the question: Agree (81.2%); Disagree



(18.8%)

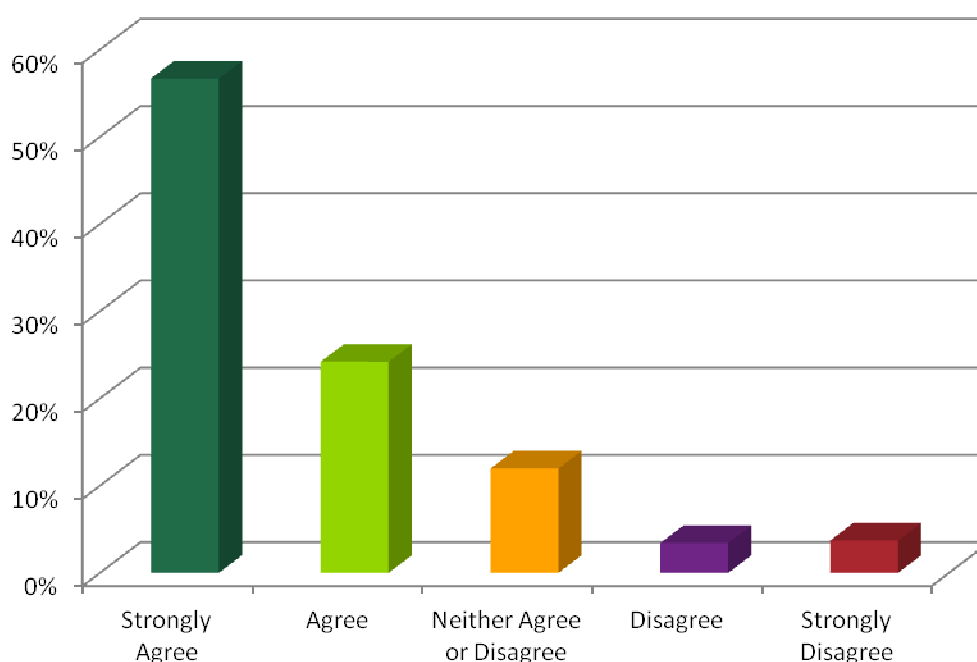
- Key part of our history with potential tourist value
- Waste of money. No real link to the centre as the massive hill climb is prohibitive to many
- Development here will have disastrous effect on historic and central quarters, particularly if it includes a Debenhams
- Silk bring people to the town, but development here (particularly the Wilson Bowden scheme) will ruin the chances of this area becoming a tourist attraction.
- Central entertainment is sadly lacking. This area should be a focus for entertainment. Don't forget other cultural activities: locate them in heritage sites eg Christ Church, Sunday School
- Improve access to the Bollin. Area along it needs much attention and it should be linked to the town. Prioritise a riverside pathway hosting a 'gateway to the Peak District' with good foot/cycling access to east and south-east countryside
- Do not treat this quarter separately: it must flow from the others and should include the heritage theme
- Sunderland Street is a key artery from the station. Consciously include this area in the development plans, not as an afterthought. Lead visitors to the other quarters via the Silk Quarter, rather than expecting them to trek up Churchgate to Market Place
- Leisure activities and social/theatre hub should be closer to the town centre
- Park Green and Old Park Lane should be developed as a cultural centre and not compromised with a massive multi-storey car park
- What is meant by this? The silk industry died forty years ago and was centred outside this area, on Pickford Street
- Links, music and eateries on Sunderland Street. Why is the cinema to go on Churchill Way?

- Should include a community centre; recreational and museum uses; and theatre/entertainment venue
- Stretches out the town too far. This area doesn't exist and is only included because of the Wilson Bowden redevelopment which I consider to be excessive given the nationwide trend towards internet shopping. Existing retail provision should be enhanced first.
- Strongly agree with proposals for a cinema complex and Debenhams.
- Make cinema provision a top priority for this area
- Do not provide a multiplex cinema, but a multi-purpose theatre/entertainment
- No need for in-town leisure, just good transport to where it already exists. Locate a mainstream cinema out of town, perhaps on the Silk Road. In town, it will attract youths and become a no-go area. An in-town cinema would put our superb local cinema out of business and a multiplex will not show arthouse and foreign films. Are you concerned about the town's cultural wellbeing?
- If this area has a leisure/heritage focus, it should include Pickford Street's bars/clubs and the Heritage Centre
- What is the strategy for dealing with anti-social issues in the town including binge drinking?
- Make our silk history more exciting and make use of mills
- No need for further cafes and restaurants: existing ones are struggling
- Make sense. There is no large multi-storey car park as drawn in the Wilson Bowden plan
- Would support an open green area suitable for quiet leisure and linking to the Bollin. Would not support more building.
- This area must remain a part of the town centre, not just for leisure but also retail, hotels etc
- Macclesfield needs retail development for sustainability.
- Heritage should be preserved, not created.
- Put theatre/entertainment use west of Churchill Way or at Christ Church
- Don't see the point of this. Focus on helping people set up businesses and employing people first
- Enhance all Macclesfield's Conservation Areas
- These have developed naturally with Sunderland Street becoming lively and vibrant
- Provide a theatre venue with gallery.
- Develop this great asset sensitively, boldly and humanely
- Too far south. Redevelop Pickford Street, north side of Sunderland Street, rear of Mill Street for retail and residential use

## Q6. Town Centre Boundary

### Do you agree or disagree with the potential change to the current town centre boundary?

- 18% of respondents answered this question
- Strongly Agree (57%); Agree (24%); Neither Agree or Disagree (12%); Disagree (3%); Strongly Disagree (4%)



#### Comments Summary:

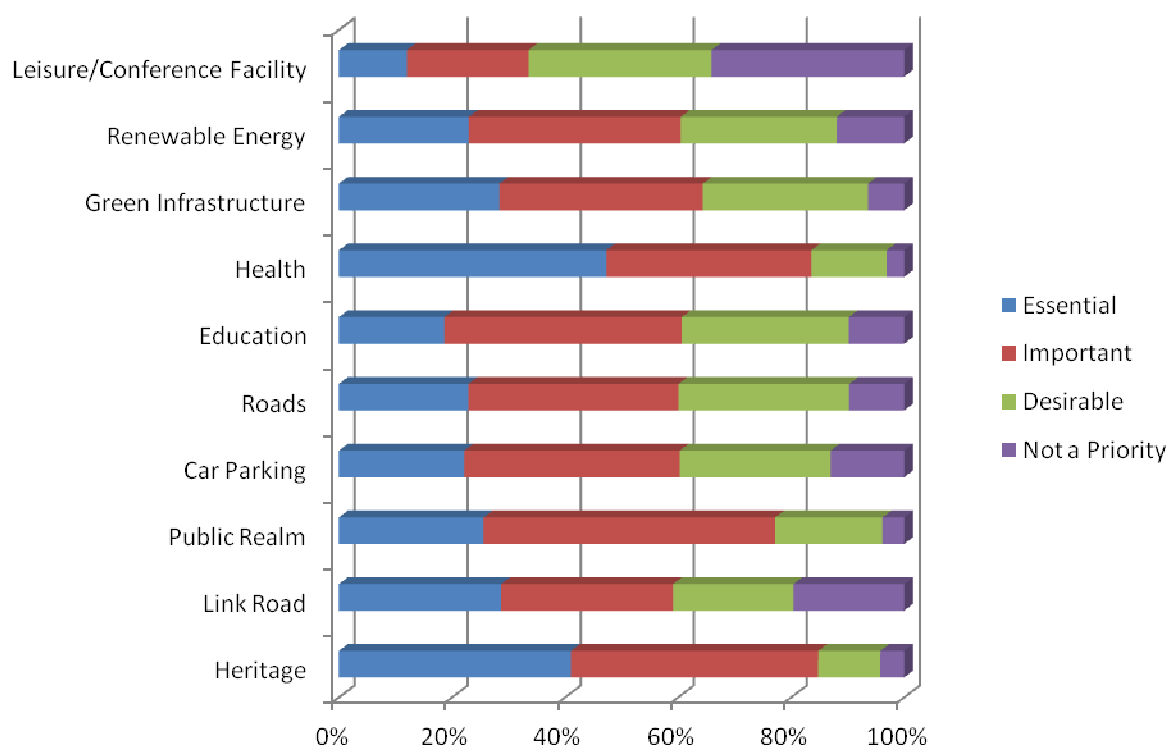
- Despite there being some support for extending the town centre boundary, the vast majority of comments suggested that the town centre boundary should not be expanded for a variety of reasons.
- The uncertainty of the economy, coupled with the trend of moving more and more towards online purchasing, left many respondents feeling that an expansion could simply not be justified.
- Respondents overwhelmingly favoured redeveloping and regenerating areas in and around the existing town centre boundary such as Brownfield sites, and focusing resources on improving and strengthening current retail and business outlets, rather than expanding the town centre area further. Churchill Way for example, was identified as being a key part of any future regeneration of the town centre.
- Issues identified around expansion of the town centre boundary included: diluting the existing town centre and placing more strain on existing retailers;

increased congestion with car parking and access issues; new buildings being built that are out of place and out of keeping with the architecture and history of the area; disruption for existing residents who are on the edge of the extension zone; concerns over the types of retailers that will be attracted – no public demand for large chain stores/supermarkets.

- If the suggested town centre boundary expansion area is to be developed, it should be developed as housing and not for retail or leisure purposes, as it is an ideal location for new houses/flats to be built.
- Some respondents however believed that it would be short-sighted not to see that these areas may be useful if developed properly in an improved economic climate, and therefore should potentially be considered for expansion.
- Many people who read the Town Strategy felt that they were simply not given enough information to make reasonable judgements on the case for expansion of the town centre boundary. The potential impact and significance of the expansion and the advantages and disadvantages that it may bring are not fully known yet, and were not explained in the document. It was therefore difficult for people to comment on whether they were in favour or not.

## Q7. Infrastructure Priorities

What level of priority should be given to the Infrastructure Priorities identified in the draft Macclesfield Town Strategy?



### Comments Summary:

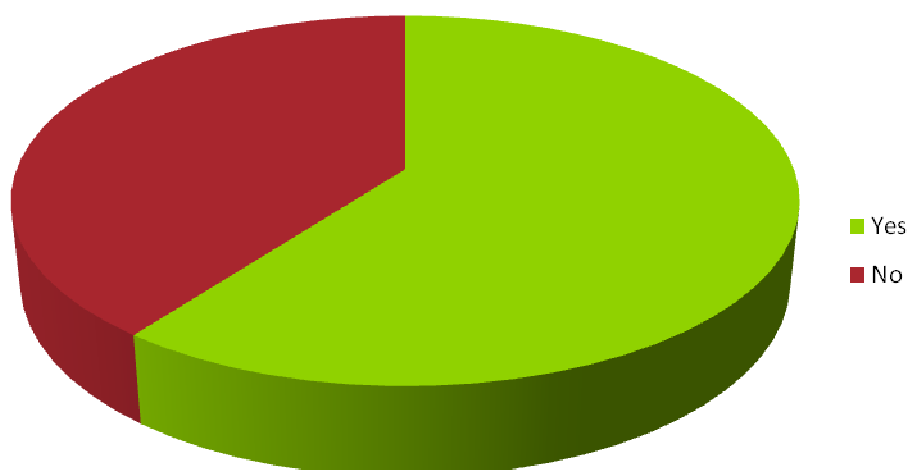
- Green belt land should be protected and built on as a last resort
- Leisure, sport and community facilities should be a priority through investment in a conference/leisure centre with associated accommodation which will support local community and business use
- Public transport and green links should be promoted and include safe cycle ways and footpaths to access the town centre
- Improve links between public transport hubs, especially rail and bus
- The rail station should be redeveloped and improved whilst a second station could be built at Lyme Green or Maw Gap
- Make better use of vacant buildings in the town centre for independent retail and residential use. Focus on redeveloping redundant mill buildings will contribute to housing and preserve heritage
- New development which should incorporate renewable energy and also be energy efficient including the development of carbon neutral buildings
- Vacant land and buildings could be used to create a network of green habitats in the town
- The character of Macclesfield as a market town should be promoted and retained by resisting large scale redevelopment of the town centre and promoting the towns heritage assets and independent traders

- Take advantage of Macclesfield's assets including its remarkable setting in the foothills of the Peak District; investment in the silk industry and heritage will promote Macclesfield as a world centre and encourage tourism
- Balance large scale projects with a focus on local and small community projects
- A town tram would benefit links from the station to the retail quarter
- The impacts of development on infrastructure should be mitigated and paid for by developers at the outset
- The document does not have enough detail and it is unclear what the implications are of each choice
- The needs of an aging population should be taken into account as the town grows
- Improve the rail station and build a new station at Lyme Green

## Q.8 Top Ten Infrastructure Priorities

**Do you agree that the above list should be the top ten infrastructure priorities to be included within the Macclesfield Town Strategy?**

- 36% of respondents answered this question
- Of those that did answer the question: Yes (60.3%); No (39.7%)



### Comments Summary:

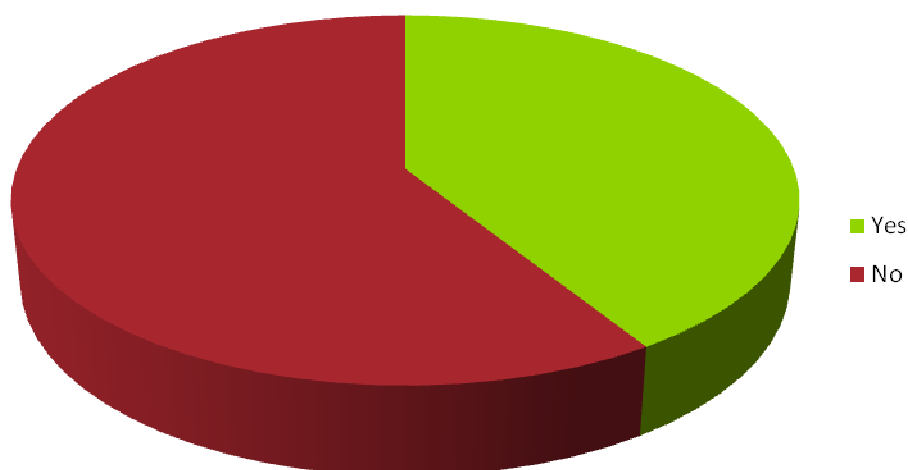
- A number of comments regarding the leisure / conference facility, most think it is not a top-priority and existing facilities should be upgraded instead.
- New stadium for the Football Club should be a priority as it is intrinsically linked to the link road.
- Concern that the financial burden of a stadium may make the football club unviable.
- Macclesfield is too far from the motorway for the conference centre to be viable.
- Park and ride options should be developed at local centres or on the periphery of town especially if the conference centre is built.
- Too much emphasis on cars.
- There should be more cultural provision, arts, music, theatre etc.
- Emulate Buxton's cultural program.
- Conference centre is a white-elephant.
- The re-use of abandoned, derelict mills should be a priority.
- Adequate affordable housing and special needs housing within the major developments.
- Highway maintenance, repair and refurbishment in other areas of the town should also be a priority.
- Does the priority of Green infrastructure include the Green Belt?
- Heritage protection & enhancement is essential to Macclesfield's unique identity.
- The 'multifunctional leisure facilities' should include a cinema.

- High speed broadband should be in the top-ten.
- More housing in town centre.
- Revival of Mill St and encourage development of Sunderland St - independent retail/catering.
- Protection of Greenbelt should be a top-priority.
- Sustainable transport should be a priority rather than serving car-owners.
- Traffic lights at the bottom of Buxton Hill should be replaced by a roundabout.
- A large supermarket is not suitable for Barracks Mill; it will be detrimental to the vitality of the town.
- Town centre development should be directly linked to the South Macclesfield development.
- All very vague - "Devil in the detail".
- Concern regarding the funding of projects.
- Use the town hall as a conference facility instead.
- When improving health care facilities at Macclesfield Hospital take into consideration access and parking. A shuttle bus to the hospital is surely worth investigation.
- How can the hospital be improved when it has sold off its land for houses?
- Differing opinions regarding the South Macclesfield Link Road.
- Improve road access in the north of town including the A523.
- Allotments are not a priority.
- Jobs and facilities must take priority over heritage.
- NO to the Wilson Bowden development.
- Walk in health services.
- Prepare for ageing population.
- Improve links between town centre and railway station.
- A new railway station.
- More bus shelters and play parks.
- Refurbish empty properties and develop brownfield land as a priority.
- Do not introduce a system for paying for car parking using a mobile phone.
- Improve the Bolin and Canal corridors to encourage people to get outside and exercise. A well-kept park in this area would also be an asset.
- Retrofitting and insulating homes to make them more energy efficient.
- Careful consideration should be given to any road restructuring.
- Free town centre parking.
- Enhance community facilities to facilitate more projects like Treacle Market and Barnaby happening. The Council should understand how they came about and encourage similar things as they give us a sense of identity and make us proud of Macclesfield.
- Green Infrastructure and renewable energy not important.
- A plan in case the hospital is downgraded.

## Q.9 Any Other Infrastructure Priorities

Do you have any other infrastructure priorities that you would like to include within the town Strategy?

- 56% of respondents answered this question
- Of those that did respond: Yes (41.1%); No (58.8%)



### Comments Summary:

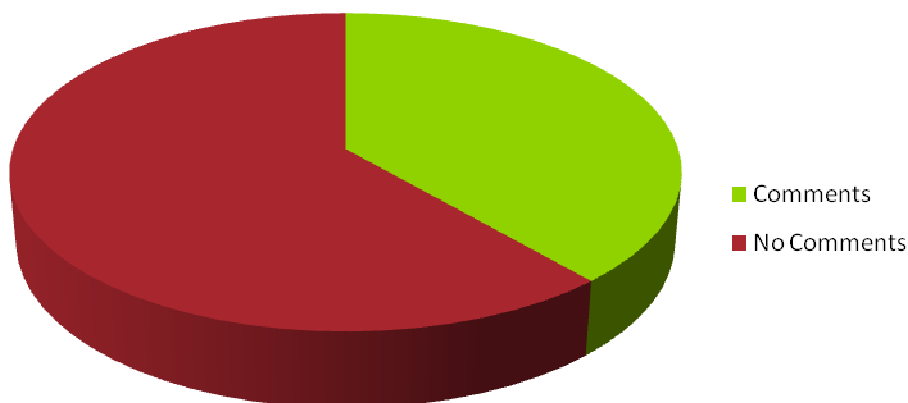
- A proper market, both indoors and out
- Public toilets
- Performing Arts space
- Various car parking suggestions including a students' car park for Kings' School
- Complete the road from London Road to Congleton Road and use adjoining land for the benefit of those living in the south of the town
- When the waste disposal site closes, the site should be redeveloped for a country park / recreation / leisure facility
- Cinema in town centre
- Review roads, pavements and bus service for school age children
- A proper concert hall / community arts' centre, accessible and affordable for voluntary organisations. Also provision for live music
- Town tram from station to the retail quarter
- Better links from railway to bus station. The two should not have been separated.
- Community infrastructure and investment including high quality public realm and townscape in centres
- More public transport including affordable buses and routes to the town from adjacent villages – particularly important for the elderly who can no longer drive
- Additional railway at Lyme Green/Gaw End Lane area
- Affordable and special needs housing
- Anaerobic digester
- Greenspace within town centre boundary

- Better leisure facilities. The Leisure Centre is in the wrong place and of a poor design
- Better parking and access to the hospital if facilities there are to be improved
- Better signage for characterful features eg the steps
- Build an outdoor velodrome instead of a new football stadium for the underperforming club
- Make town centre cycle access more attractive – provide cycle storage
- Improve pedestrian links
- Improve the railway station and its surroundings – it is the first impression
- Enhance traffic provision, water supplies, surface drainage and sewerage to meet needs of increased population
- Ensure fast trains from Manchester and London continue
- Fibre optic broadband and 4G mobile connectivity
- Optimise leisure centre site to provide an integrated leisure and community sports village including indoor athletics facility, multi-sport hall, covered spectator seating for athletics track, football/rugby pitch on infield.
- Improved access to the M6 and Manchester Airport
- Open seating areas in the town centre
- Art work features recognising Macclesfield's heritage
- Improve safety of Middlewood Way and link to a cleaner Bollin River and canal. Provide a green corridor across Macclesfield
- Make access to the Peaks by non-car transport more readily available
- Disabled parking and access
- More cycle routes and paths including segregated routes
- More, safer routes to encourage cycling/walking to school
- CIL priorities must be based on any shortfall in infrastructure required to enable the envisaged level of sustainable development, rather than a residents' wish list
- Park and ride scheme to support sustainability and pedestrianisation objectives
- Provide good quality business and employment premises of different sizes and types
- Reopen main high street to cars with restricted speeds and parking to make the shops accessible and viable
- Reduce street sign clutter – this should be a top priority
- Return the bottom market to help rejuvenate Waters Green
- Environmentally friendly approaches throughout eg renewable energy, park and ride etc
- Convert mills, currently advertised for commercial uses, into residential use
- Improve existing houses and neighbourhoods, not build more
- Assess quality and capacity of infrastructure for water supply, wastewater and treatment, utilities, health, flood risk and ability to meet forecast demands

## Q10 Additional Comments

Please include any comments that you would like to make on the draft Maccelsfield Town Strategy below and indicate the chapter/paragraph number that your comments relate to.

- 38.6% of respondents submitted further comments



### Comments Summary:

- Retain the character of the town and develop brownfield land first
- DO NOT allow building of houses on Green belt / conservation areas
- Concerns about urban sprawl and habitat destruction
- Concerns regards the potential extension of Macclesfield town centre
- Concerns of loss of agricultural land and self-sufficiency
- Water courses to supply electricity, by usage of small weir
- Concerns over the impact of development on traffic, air pollution and flooding
- Concerns regarding whether infrastructure can cope with development
- Concerns over deliverability of the strategy
- Provision should be made for an additional large-scale supermarket in the town
- Concerns that Macclesfield will become a homogeneous market town
- Signage needs to be better maintained

- Prestbury should have an affordable housing allocation
- All decisions should be informed by a robust evidence base
- Greater focus on renewable energy, carbon reduction and climate change mitigation
- Southern silk Quarter and extension to town centre would move footfall away from the established town centre
- We would like to see the town strategies refer more specifically to the role of trees and woodland as an important component of green infrastructure
- Conserving, protecting and using Heritage Buildings - interlinking should be given priority to preserve Macclesfield's unique Silk Heritage, market town and character
- Locate housing in the town centre as it is more sustainable
- Encourage independent retailers
- Macclesfield is too large not to have a bypass
- Document has too much jargon and is too long
- Concerns that the maps were not clear enough in the Town Strategy document
- Consultation should be made through the DIB with local support groups such as the local MS Society and those for people with Parkinson's as well as Lyme Green Settlement
- Macclesfield should have had a new Town Centre with a Cinema and Departmental store
- Light-rail connection to Manchester via Manchester Airport.
- More provision should be made for an ageing population i.e. retirement villages
- Provide sports facilities which are likely to be needed in the 21<sup>st</sup> Century and the pressures of climate change
- Increase opportunities to live in the town centre – more should be made in the strategy to realize this objective
- Ensure rural communities have access to public transport
- Concern that consultation was not publicised enough and not enough time given to respond.
- There is a need for "executive" housing
- No clear explanation has been given as to where the figure of 3,500 houses has come from.
- The strategy should try to be less accommodating to all wishes and be more leading about how Macclesfield can be especially improved

- New developments in the vicinity of the canal network place extra liabilities and burdens upon the waterway infrastructure, particularly as a result of the use of the waterway and towpath as a form of open space and as a sustainable transport route. As the authority works towards introducing the Community Infrastructure Levy (CIL) it may be considered appropriate to identify particular local canal-related projects to be funded through CIL.
- United Utilities PLC has made significant detailed comments on their expectations when policies are made and planning permissions sought.
- Option J encompasses greenbelt land which is home to many rare and protected species including Great Crested Newt
- Stockport MBC: 1. There is no apparent evidence of the housing need of each individual town or a reasoned/justified apportionment of the district wide housing target; 2. It is necessary to consider all reasonable options on a wider basis (including whether development needs might be met by neighboring / nearby districts) not just a variety of options within the Green Belt or within the immediate vicinity of a given town. Stockport MBC considers it imperative that they are afforded more time to fully consider the implications of the strategies
- The Kings School is supportive of growth for Macclesfield. The location and scale of any realignment of green belt should also take account of the development needs beyond the Plan period and also to provide a range of land uses in addition to residential to provide truly sustainable communities. The important role of educational establishments should be acknowledged in the Strategy. The Authority should include sites to the east of Macclesfield and sites close to the town centre
- The "Agree" or "Disagree" buttons for responses should have been extended to "Neither Agree or Disagree" as in the earlier sections